

Full Service on all Lines of Street Railway Resumed

If It Will Help Alberta the Bulletin Is for It

VOL. XVII, No. 230

Edmonton Bulletin

HOME EDITION

EDMONTON ALBERTA—Alberta's Oldest Newspaper—WEDNESDAY, MARCH 2, 1927.

TWO CENTS. On Trains and News-Boats. Double Editions, Five Cents.

LOCAL MEMBERS FAIL IN TELEPHONE FIGHT

Service By Tram Resumed

Feverish Repair Work Since Locating Cause of Trouble Brings Results

Street car service is again normal.

Following a partial breakdown for two days as the result of a short circuit in the 750-volt system, repair work at the power house, repairs were completed at 11 o'clock Wednesday morning, and car crews who had been standing by in the car barns raised a cheer when the word was passed that put them on the road again.

Since the break-down Superintendent G. W. Baker and his men had been working continuously to locate and repair the damage which had been done to the system and to restore service.

Repair Work

The source of the trouble was located in the 750-volt system, and when repair work had been completed a break until repairs were completed at the power house had been carried out before the cars were sent out. The break was necessary because the break-down was over, and in addition to investigating the commissioners had to be called in to inspect the work.

When the repair work was completed by street car officials that there would be a short circuit in the system available for the arena. Wednesday evening.

Only 22 can track the tracks. Wednesday night the regular service was all set to go down and soon, when the full regular services were resumed to all parts of the city.

42 FAMILIES TO ARRIVE IN MAY

Arrangements were completed Wednesday morning by N. M. Ostryzuk, manager of the Dominion Canadian Co., for the arrival of families of recently arrived settlers from European countries will be brought to the city by the Edmonton district in May next.

"All these men who are coming for the first time are doing good in Alberta," declared Mr. Ostryzuk. "When we have a regular stream of men like this we will have more and more not a few years yet all have saved sufficient to send for their families. We are doing our best to make sure that all families will come over. We are doing our best to encourage them, there will only be a difference of a week or so between the arrival of the first and last."

Mr. Ostryzuk expresses himself as having great faith in the future prosperity for the season. Arrivals from his European relatives are expected to be the biggest year Canadian immigration had ever seen.

Oldest Citizen Reaches His 103rd Birthday

Canadian Press
WINNIPEG, March 2—Manitoba's oldest citizen, Mrs. Anna K. Hart, celebrated her 103rd birthday Tuesday. Although not quite as active as she used to be, she was up and about Sunday and enjoyed it. She was born March 1, 1824, in South Lambton, England, and came to Canada when eight years of age.

Portuguese Aviator Starts World Flight

LONDON, March 2—Major Sammuel Moreira, Portuguese aviator, started his 10th birthday Tuesday morning from Lisbon to Macao in 1924, hoping off here at 10 o'clock. That's the last he'll be seen until he rounds the world in 95 days.

NEWS IN TODAY'S CLASSIFIED ADS.

\$5.00 reward. Strayed from home. Cheesecake, male, pub. house. White stripe on breast, white on tip of front toes. This bird is a good one. Information leading to recovery. (Lost and Found.)

Grand old—run down modern house, 5 bedrooms, 2 bath, 2000 sq. ft. Clean in, furnish for a few days. (For Sale.)

Antique furniture, walnut bed, chaf'er set in walnut dining room table, couch, etc. All good. (For Sale.)

1924 tour car, perfect condition. 6 new tires, hood and front cover. Body in excellent condition. Well cheap. Owner leaving city. (For Sale.)

Amateur ham will give information leading to recovery in exchange for radio. (Personals.)

CLASSIFONE

9324

Edmonton Fire Losses for 1926 Almost Double 1925

Around the Corridors

He Knows His Hitches A Closed Season. The Answer Is No. A Day Off.

By W. A. de GRATES

How Person Baker may be all that opposition says it's but he may use the wrong kind of logic when he tries to make touch with what is required in the school curriculum, but galloping along in the right direction this afternoon knew that he was on the right road.

With an interested group of reporters clustered around him, and a pad of paper on his knee, Mr. Baker demonstrated how he's been demonstrating how to teach the right kind of hitch. And the best part of it is that he's been doing it to a group of grade schoolers.

It was necessary to it that he was an enormous difference between the two kinds of hitch.

It's the statement "first butts" that has been repeated by the Bulletin since January 1.

Statistics assembled by Dr. Allan Charles, the city's medical officer of health, show that in 1925, 1,000 gas wells were discovered in the vicinity of Medicine Hat. In 1926, 88 wells are now in a position to supply 450,000,000 cubic feet of gas daily. According to a summary of the gas and oil situation in the province, contained in the annual report of John A. Allan, of the Council of Science and Research, and the University of Alberta, the following figures were given:

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Federal Regulation of all Stockyards Asked--Hoadley

MERCER CASE IS ADJOURNED TO MARCH 9



Magistrate Thomas adjourned hearing of the charges against John L. Mercer, president of the Alberta Refinery and John L. Steele, his legal counsel, to March 9 noon. The case was adjourned until then.

With Louis Myers, a star witness for the prosecution, suffering with glandular trouble in the last days, unable to testify, the first of sixteen charges was left unfinished after two-day hearing.

The prosecution, by calling Thomas, the chief witness, who also charged that John Thomas and Louis Myers had been plotting to discredit H. U. Upton, testified he tried to get rid of his stock because he became a burden.

Suggested Stock Sale. "When I wanted to get rid of my stock, Mr. Myers and I had a talk with Louis Myers, a star witness in the Pauline Case, and he suggested I sell my stock to Thomas," the witness said.

John Thomas, 22, admitted that he was one of the men who went to the Alberta Refinery to buy shares and stock in stock.

Admitting that he had bought 200 shares of stock in the Alberta Refinery for \$250 and had sold them to Gettleson King at 100 dollars a share, Thomas said Myers had transferred other stock to him. Thomas said he got no money or profit by his dealing.

"How much money did you make?" asked Mr. Upton. "I don't know," said Thomas. "I don't know him," was the answer.

Refuses to Answer. Thomas refused to answer a similar question when the stock he had bought was because, "Mercer and I told him that they had got me into trouble with the police," he said.

The spokesman refused to answer when asked if he had been paid cash to do this. He said he had made a statement to the effect that he was going to get this when he did.

Thomas said that the rumors he was buying stock in the Alberta Refinery untruthful stock and that he was because Mercer and Upton had told him that they had got him into trouble with the police.

The spokesman refused to answer when asked if he had been paid cash to do this. He said he had made a statement to the effect that he was going to get this when he did.

"There was no cash deal," he said.

"Except the Lord build the house, they labor in vain that build it; except the Lord keep the city, the watchman waketh in vain." Psalm 127, Verse 1.

Today's text is suggested by Rev. Dr. C. W. Brown, of McDougall United Church.

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Founded in 1880 by Hon. Frank Oliver

CHARLES E. CAMPBELL, President
GEORGE H. REILLY, Vice-President
ROBERT J. COBB, Business Manager

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WEDNESDAY, MARCH 2, 1927

Come West, Young Man.

A New York chemist claims that by burning a ton of straw he can extract various products worth \$250. Provided the cost of extraction is not too great, the price of the products he should have no difficulty in developing the business. If he is looking for a country that has straw to burn at \$250 a ton, Alberta would like to be understood as heading the list.

No Cause for Worry.

Critics seem to see in the landing of U.S. troops in Nicaragua a step in "imperialistic" development which is to make the whole isthmus of Panama a "sphere of influence" of the United States. If the view is correct there is little of cause implied in it. There are not many parts of the world where the stabilizing influence of a powerful supervisor is worse needed, and the United States is peculiarly well suited to exert that influence, and has responsibilities of the kind elsewhere. If Uncle Sam is minded to introduce a little law and order into the perennial pandemonium which reigns down in the torrid belt the natives there ought to welcome the change, and he can afford to undertake the neighborly job better than anybody else.

Two Pension Schemes.

As the Provincial Government refuses to put up half the money required by the Dominion old age pension scheme, why should it not have the same right to put up half the money required by the Provincial scheme—"old orphans" pension scheme? Premier Brownlee objects that the Dominion is "dictating" to the Province when the Federal Government adopts a pension plan which its Government does not have to accept unless it wants to. How is he to justify this? The municipalities are compelled to contribute whether they want to or not? If the point is well taken that the Dominion should pay the old age pensions, it would seem to be equally sound reasoning that the Province should pay the widows' and orphans' pensions.

Hopping Right Along.

Pinero, the Italian airmen who "hopped" the Atlantic the other day, may have set a new record in the small amount of time he has lost between hops. On previous long distance flights the recommended stops attained while traversing the ocean have often been due to the long delays necessary to make repairs at stops: the navigator sometimes having to wait until a steamer came along with spare parts from the far distant factory.

Pinero's arrivals and departures seem to have followed a pattern, with something of the regularity of a train on time. The inference is that the makers are now building planes for strength, rather than higher speed, and that they are now less liable to disassembly. That was the direction in which improvement was needed, and the chief result of the flight may be to show how far the Italian builders have succeeded in attaining it.

"Garrett" Officially Approved.

On the strength of tests made at the experimental farms, officials of the Dominion Department of Agriculture give endorsement to the new Garrett wheat. Not a substitute for Marquis, but a superior substitute for wheat suitable for cultivation at points farther north than where the Marquis can be grown with assurance of success. And in districts where Marquis is commonly grown, Garrett offers the advantage of an earlier ripening variety, less liable to frost damage. Better a crop of Garrett properly matured than a crop of frosty Marquis.

The early ripening of the new variety having been established, it is possible that experimenters will now turn their attention to improving its flour-producing qualities. That a measure of success can be gained in this direction is as has been gained in the winter, is now scarcely open to doubt. After what Mr. Bank and Saunders achieved it is a bold man who would set bounds to what can be done by patient experimentation to change the characteristics of any plant, and particularly of wheat.

The End Already in Sight.

Expectations of Ottawans that the Parliament will get through the business of the session by the middle of April. The members were called together for a week in December. They are assembled on Friday. Sixty more probably will be added to the daily indicated session will have occupied about two and a half months.

Compared with the six or seven months sessions of some previous years the contrast is striking. The cause of the difference is plain and generally understood: the members have been making fewer speeches and shorter ones, for the reason that there is no general election in sight. That the public business is be-

ing less efficiently transacted there is no indication, and as yet no claim.

Parliament, if it is to be efficient, must of course be in session the whole time as long as it wants to, and to sit all summer if necessary at that end. After all, the members are not elected to railroad business through with the utmost dispatch and get home; but to give the best consideration of which they are capable to the framing of laws and the management of public business.

Even if Parliament shows that it can properly discharge these duties in two and a half months this year, the precedent should go a good way to restore the tradition of a session lasting from three to three and a half months at most. It would be a singularly incompetent Parliament to have a rare conjunction of circumstances which would last a session longer than that if the habit of talking campaign material into Hansard were suppressed.

—Continued from page 1.

Amusing the Children

By EDGAR A. GUEST

Electric, ram, oh my!
A talking, ram, oh my!
Near a man I know
Who was shamed a sleepless, noisy
One night, when he was alone
It tickled his nose
And tickled his eye
And his face he'd cap
With a snappy-slap
That was the funniest sight to see
A man who was a king
Who was taking a nap
Going Slapety-slap
A king, a king, a king or three.
He'd purr, he'd wiggle his toes,
And purr, purr, purr, purr, purr
And the little ones squealed
And they purr, purr, purr, purr
Till they finally laughed him awake!

Voice Laughs the Sea

By DR. FRANK CRANE

It was a significant step in progress the other day when telephone conversation was held between London and New York. The two continents and Scotland and Holland were both committed to a policy of peace and they are both prepared to do their best to prevent war, but from their present positions, even forces which tends to make the difference between the English-speaking man in one thought and in the other.

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MARKETS, GRAIN, FINANCIAL

WHEAT KEEPS ON THE GAIN

WINNIPEG, Man., March 2.—Wheat prices scored further gains here today under a liberal volume of business, a good percentage of which was attributed to exporting houses. The grain market ranged from 4 to 5¢, net, the May and July futures holding the lead.

Local sentiment was very bullish, although some gains were prevented by weakness at Chicago. The peripheral reactions were of temporary duration, good demand developing in every market. Wheat futures also showed a fair upturn of wheat.

Farmers characterized the coarse grain market as very bright. Cash wheat underwriters were light.

Cash wheat underwriters, fractional decline.

WHEAT CLOSE

By James Richardson & Sons

WHEAT—	Open	High	Low	Close	Yester.
May	45 1/2	46 1/2	44 1/2	45 1/2	45 1/2
July	43 1/2	45 1/2	43 1/2	45 1/2	45 1/2
October	37 1/2	38 1/2	37 1/2	37 1/2	37 1/2

CANADA WHEAT

By James Richardson & Sons

WHEAT—	Open	High	Low	Close	Yester.
Number 1 Northern	42 1/2	43 1/2	41 1/2	42 1/2	42 1/2
Number 2 Northern	40 1/2	41 1/2	39 1/2	40 1/2	40 1/2
Number 3 Northern	38 1/2	39 1/2	37 1/2	38 1/2	38 1/2
Number 4 Northern	36 1/2	37 1/2	35 1/2	36 1/2	36 1/2
Number 5 Northern	34 1/2	35 1/2	33 1/2	34 1/2	34 1/2
Number 6 Northern	32 1/2	33 1/2	31 1/2	32 1/2	32 1/2
Number 7 Northern	30 1/2	31 1/2	29 1/2	30 1/2	30 1/2
Number 8 Northern	28 1/2	29 1/2	27 1/2	28 1/2	28 1/2
Number 9 Northern	26 1/2	27 1/2	25 1/2	26 1/2	26 1/2
Number 10 Northern	24 1/2	25 1/2	23 1/2	24 1/2	24 1/2
Number 11 Northern	22 1/2	23 1/2	21 1/2	22 1/2	22 1/2
Number 12 Northern	20 1/2	21 1/2	19 1/2	20 1/2	20 1/2
Number 13 Northern	18 1/2	19 1/2	17 1/2	18 1/2	18 1/2
Number 14 Northern	16 1/2	17 1/2	15 1/2	16 1/2	16 1/2
Number 15 Northern	14 1/2	15 1/2	13 1/2	14 1/2	14 1/2
Number 16 Northern	12 1/2	13 1/2	11 1/2	12 1/2	12 1/2
Number 17 Northern	10 1/2	11 1/2	9 1/2	10 1/2	10 1/2
Number 18 Northern	8 1/2	9 1/2	7 1/2	8 1/2	8 1/2
Number 19 Northern	6 1/2	7 1/2	5 1/2	6 1/2	6 1/2
Number 20 Northern	4 1/2	5 1/2	3 1/2	4 1/2	4 1/2
Number 21 Northern	2 1/2	3 1/2	1 1/2	2 1/2	2 1/2
Number 22 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 23 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 24 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 25 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 26 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 27 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 28 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 29 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 30 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 31 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 32 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 33 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 34 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 35 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 36 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 37 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 38 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 39 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 40 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 41 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 42 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 43 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 44 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 45 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 46 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 47 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 48 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 49 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 50 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 51 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 52 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 53 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 54 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 55 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 56 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 57 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 58 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 59 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 60 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 61 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 62 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 63 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 64 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 65 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 66 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 67 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 68 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 69 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 70 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 71 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 72 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 73 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 74 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 75 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 76 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 77 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 78 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 79 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 80 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 81 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 82 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 83 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 84 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 85 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 86 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 87 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 88 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 89 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 90 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 91 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 92 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 93 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 94 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 95 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 96 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 97 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 98 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 99 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 100 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 101 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 102 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 103 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 104 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 105 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 106 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 107 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 108 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 109 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 110 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 111 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 112 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 113 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 114 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 115 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 116 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 117 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 118 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 119 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 120 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 121 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 122 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 123 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 124 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 125 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 126 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 127 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 128 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 129 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 130 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 131 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 132 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 133 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 134 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 135 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 136 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 137 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 138 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 139 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 140 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 141 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 142 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 143 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 144 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 145 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 146 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 147 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 148 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 149 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 150 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 151 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 152 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 153 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 154 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 155 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 156 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 157 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 158 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 159 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 160 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 161 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 162 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 163 Northern	0 1/2	1 1/2	0 1/2	0 1/2	0 1/2
Number 164 Northern					